

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

An expanded accident analysis is being conducted for all the recently improved sections of existing US Route 20. This information, and additional assessment of highway safety, will be included in the Final Environmental Impact Statement.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;



## Illinois Department of Transportation

Division of Highways / District 2  
819 Depot Avenue / Dixon, Illinois / 61021-3500  
Telephone 815/284-2271

### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Sections 43-1, -2, -3, -4, -5, & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Leroy Jensen  
3137 North AYP Road  
Lena, Illinois 61048

Dear Mr. Jensen:

Thank you for your Comment Sheet from the US 20 Glacier Shadow Pass Public Hearing held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center, in Galena.

The Department is currently investigating a new alignment for AYP/Cook intersection that will balance the need to meet design standards and the need to reduce impact to property owners in the area. When the investigation is concluded, we will address your comments by providing you with a plan view of the revised design, for your further review.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

ST/ty-0105 us glacier

7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Along with the No-Action Alternative, the Freeway and Expressway Alternates were analyzed for potential air quality impacts. The results of the air quality modeling for the Preferred Alternate show an insignificant change in air quality over the No-Action Alternate. Additionally, pollutant levels are still well below National Ambient Air Quality Standards. Since the air quality modeling indicates that there will be no significant air quality impacts, no mitigation measures are warranted to control vehicle emissions. This information is covered in the technical reports prepared for the project. These are available for review at the IDOT District 2 Office, 819 Depot Avenue, Dixon, Illinois.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The US 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

enclosure

ST/US 20 freeport galena/fbg/mehl



## Illinois Department of Transportation

Division of Highways / District 2  
819 Depot Avenue / Dixon, Illinois / 61021-3500  
Telephone 815/284-2271

### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Mary Moore  
270 Thunder Bay Road  
Galena, Illinois 61036

Dear Ms. Moore:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternatives generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternatives would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

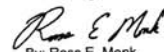
1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer



By: Ross E. Monk  
Engineer of Program Development

St/US freeport galena/tbg/moore



## Illinois Department of Transportation

Division of Highways / District 2  
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### PROGRAM DEVELOPMENT

#### Studies & Plans

FAP Route 301 (US 20)

Section 43-1, -2, -3, -4, -5 & 177-1

JoDaviess and Stephenson Counties

Job No. P-92-004-92

US 20 Glacier Shadow Pass Study - Galena to Freeport

August 25, 2003

Mr. Jim Rachuy  
Northwest Illinois Prairie Enthusiasts  
11219 East Stockton Road  
Stockton, Illinois 61085

Dear Mr. Rachuy:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Your comments are important to the Department. At the present time, we are studying your comments and we will provide you our findings when the investigation is completed.

Again, thank you for your input concerning the US 20 project. IDOT welcomes public involvement and considers it an important part of the planning process. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/US 20 freeport galena/tbg/rachuy

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate.

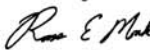
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7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer



By: Ross E. Monk  
Engineer of Program Development

St/US 20 freeport galena/tbg/kurtz jones



## Illinois Department of Transportation

Division of Highways / District 2  
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### PROGRAM DEVELOPMENT

#### Studies & Plans

FAP Route 301 (US 20)

Section 43-1, -2, -3, -4, -5 & 177-1

JoDaviess and Stephenson Counties

Job No. P-92-004-92

US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Barbara Kurtz Jones  
770 North Pilot Knob Road  
Galena, Illinois 61036

Dear Ms. Kurtz Jones:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.



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Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Sandra Tune  
2594 Royal Oaks Drive  
Freeport, IL 61032

Dear Ms. Tune:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The U.S. 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Page 2  
Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/us 20 freeport galena/lbg/tune



## Illinois Department of Transportation

Division of Highways / District 2  
819 Depot Avenue / Dixon, Illinois / 61021-3500  
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### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

The Tourism Workgroup  
Mr. Tony Kemp  
Ms. Kate Freeman  
5377 South Tower Road  
Elizabeth, Illinois 61028

Dear Mr. Kemp and Ms. Freeman

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/us 20 freeport galena/lbg/kemp.freeman



## Illinois Department of Transportation

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### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 25, 2003

Mr. Glyn David Evans  
Freeway Watch Committee  
3436 Longhollow  
Elizabeth, Illinois 61028

Dear Mr. Evans:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Your comments are important to the Department, and will be addressed after the Department has gathered and analyzed all the pertinent information related to the issues. At the present time, we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

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Again, thank you for your input concerning the US 20 project. IDOT welcomes public involvement and considers it an important part of the planning process. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/US 20 freeport galena/tbg/evans



## Illinois Department of Transportation

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FAP Route 301 (US 20)  
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JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Todd Block  
Adkins Energy  
214 West Main Street  
McConnell, Illinois 61050

Dear Mr. Block:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has looked at your suggestions regarding a second interchange for Lena. However, due to overall cost and system benefit, the interchange suggestions have not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/US 20 freeport galena/full input/block



## Illinois Department of Transportation

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### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Hal Heller  
9000 Route 20  
Galena, Illinois 61036

Dear Mr. Heller:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

You expressed concern about the wide Right-of-Way (ROW) near your road and requested that the ROW be adjusted. It appears that the Department can adjust the ROW to reduce impacts on your property and we will contact you regarding any proposed changes.

In your comments you had some questions about the plans. The phrase NAT is actually an acronym meaning "Non Agricultural Tract." The dashed red line is an electric utility line.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/US 20 freeport galena/tbg/heller



## Illinois Department of Transportation

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### PROGRAM DEVELOPMENT

Studies & Plans  
FAP Route 301 (US 20)  
Section 43-1, -2, -3, -4, -5 & 177-1  
JoDaviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Michael Scholz  
444 Eagle Ridge Drive  
Galena, Illinois 61036

Dear Mr. Scholz:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

IDOT is currently conducting a feasibility study regarding the location of an interchange near the entrance to the Galena Territory. The presently proposed interchange is located near Devil's Ladder Road. We will provide you with a detailed explanation of our findings when the study is completed.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

St/US 20 glacier shadow study pass/tbg/scholz



# Illinois Department of Transportation

Division of Highways / District 2  
819 Depot Avenue / Dixon, Illinois / 61021-3500  
Telephone 815/284-2271

PROGRAM DEVELOPMENT  
STUDIES AND PLANS  
FAP Route 301 (US Route 20)  
Section 43-1, 2, 3, 4, 5 & 177-1  
Job No. P-92-004-92  
Jo Daviess & Stephenson Counties  
US 20 from IL 84 to Bolton Road

July 21, 2003

Carole Sullivan  
7211 Buckhill Road  
Galena, Illinois 61036

Dear Ms. Sullivan:

We are writing in response to your e-mail of July 2, 2003 concerning the Schultz property at 8612 West US Highway 20. In your correspondence, you asked that these buildings, that you considered historic and valuable, should be saved either by changing the route or by relocating them. The Department of Transportation shares your concern of protecting historic properties, and has retained a Consultant to assist in these efforts on the Glacier Shadow Pass project. Each property along the project study corridor was reviewed for historic eligibility, and our engineers have worked to minimize impacts to historic architecture.

The first step in this procedure was to identify properties that are on the National Register of Historic Places. The Schultz property is not on the Register. The next step was to determine if properties likely date to the region's early settlement period and determine if those properties could be eligible for the National Register. The Consultant's report stated: "At first glance, the two story, gabled ell house with an Italianate influence looks quite impressive. As nice as the details on this structure are, there is narrow aluminum siding that, upon close study, really detracts from the overall sense of integrity. The plain-looking gabled barn on a concrete foundation adjacent to the house is not of Historic Interest."

On balance, the structures lack the distinction, character, or integrity to qualify for eligibility for the National Register. The Consultant identified several properties that merit further analysis, but the Schultz house was identified as not having the distinctive characteristics needed to be eligible for the National Register. No further analysis is scheduled for this property.

Based on several constraints in the immediate vicinity of the proposed interchange, avoidance of the Schultz structures is not possible, and the Department cannot play a role in moving them.



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FAP Route 301 (US 20)  
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Jo Daviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Bill Winslow  
Galena Antique Mall  
P.O. Box 330  
Galena, Illinois 61036

Dear Mr. Winslow:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.

IDOT will typically approach property owners for acquisition when a certain section is programmed for construction and detailed design is substantially underway. The only exceptions to this schedule are for two cases: hardship acquisition and protective buying. Hardship acquisition can occur when a property owner identifies a desire to sell their property and demonstrates that they have been unable to sell due to public knowledge of the roadway improvement project. In a protective buying, IDOT may step in to buy property on which a specific development plan has been announced and undertaken.

Thank you for your interest and concern. If you have any further questions, please contact Jon McCormick at 815-284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

*Ross E. Monk*

By: Ross E. Monk  
Engineer of Program Development  
US20responseSullivan

Page 2  
US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts  
District Engineer

*Ross E. Monk*

By: Ross E. Monk  
Engineer of Program Development

Enclosure

SI/US 20 freeport galena/full input/winslow



# Illinois Department of Transportation

Division of Highways / District 2  
819 Depot Avenue / Dixon, Illinois / 61021-3500  
Telephone 815/284-2271

## PROGRAM DEVELOPMENT

### STUDIES & PLANS

FAP Route 301 (US 20)

Section 43-1, -2, -3, -4, -5 & 177-1

JoDaviss & Stephenson Counties

Job No. P-92-004-92

US 20 Glacier Shadow Pass Study – Galena to Freeport

August 31, 2004

Mr. Jim Rachuy  
Northwest Illinois Prairie Enthusiasts  
11219 East Stockton Road  
Stockton, IL 61085

Dear Mr. Rachuy:

Thank you for your comments in a letter dated July 20, 2003, on the Draft Environmental Impact Statement (DEIS) for the US 20 Glacier Shadow Pass Study from Galena to Freeport. Your comments and the Department's responses are included as part of the Final Environmental Impact Statement (FEIS) which will be available for public review in the Fall of 2004. A summary of these responses follows with comments condensed for clarity.

### Air Pollution

**Comment 1:** The DEIS fails to mention or analyze the adverse effects on public health of the fine particulate matter emitted in vehicle exhaust.

**Response:** The project air quality analysis was conducted in compliance with the National Environmental Policy Act (NEPA) of 1970, as amended, and the implementing regulations and guidelines as set forth by IDOT and FHWA. Since the entire project area is located in an attainment area for all six National Ambient Air Quality Standards (NAAQS) pollutants, the proposed project is not required to undergo the procedures under the Federal Transportation Conformity Rules. However, the proposed project does meet the goals of the Conformity Rules by not causing any new violations of the NAAQS according to the modeling analysis. The monitored data for Particulate Matter (PM<sub>10</sub>) show that the PM<sub>10</sub> levels are much lower than the NAAQS. This is discussed in more detail in the FEIS.

Also, as described on Page 4-59 of the DEIS, the Department has established a special provision for the control of dust and airborne dirt generated by construction activities. This provision is listed in the "Standard Specifications for Road and Bridge Construction", Section 107.36, Dust Control.

The Kilbuck Creek Wetland Bank is in the Rock River Basin, which is one of the two river basins that this project impacts. Bank sites are created specifically for the purpose of wetland mitigation. Wetland banking provides for the consolidation of small wetland impacts into larger parcels, which have more ecological value, have better likelihood for successful establishment, and are more manageable.

**Comment 6:** The rationale for mitigation wetland acres is missing.

**Response:** First, in the process of revising the alignment, the Department has been able to avoid impacting Site No. 143. With this change, the number of sites impacted now is nine, which total 3.63 acres of impacts. During Phase II of the project, the Department will continue to focus on impact reduction.

The mitigation ratios are determined according to the "Final Adopted rules: Implementing Procedures for the Interagency Wetland Policy Act", in the May 17, 1996 Illinois Register. The ratios are based on the location of the replacement wetland (on-site, off-site, or out-of-basin), the degree of adverse impact (acreage of impacts and duration), the type of wetland being impacted (e.g. forested wetlands have a higher ratio), and the quality of the wetland being impacted (e.g. if the FGI score is 20 or greater the highest mitigation ratio of 5.5 to 1 is used). The mitigation ratios for each site were listed in Section 4.9 of the DEIS. An error was made in determining these ratios, however. This has now been corrected and the ratios are listed in the FEIS, Section 4.9. The applicable mitigation ratios based on the use of the Kilbuck Creek Mitigation Bank are 2.0 to 1.0 for Sites 4, 24 and 25; 3.0 to 1.0 for Sites 83 and 120; and 5.5 to 1.0 for Sites 55, 65, 118 and 209. A total of 17.75 acres of wetland bank credits will be purchased.

### Upland Forest

**Comment 7:** A ratio of at least 3 to 1 (restored to impacted acres) is required, not the proposed ratio of 1 to 1.3. The ecological restoration of oak woodland habitat is the required action, not reforestation, that is, the simple planting of trees.

**Response:** The loss of 271 acres of upland forest will be mitigated in the form of restoring 271 acres of forest. The intent of the replacement plantings will be to provide comparable functional replacement as stated in the IDOT Departmental Policy D&E – 18 on "Preservation and Replacement of Trees", dated September 6, 2002. Five parcels of land that lie between the proposed project and the Tapley Woods Conservation Area will be utilized for upland forest restoration. These parcels contain 200.8 acres of land, of which 97.4 acres are not forested. The successful forest restoration at these locations will add actual forested area of 97.4 acres and an additional 200.8 acres of forest under public ownership. These areas along with the Tapley Woods area will create a large unfragmented tract of forest and help mitigate for the loss of habitat for Neotropical migrant bird species. The Department will also purchase additional land or acquire easements in the project area for forest restoration to mitigate the remaining 173.6 acres of forest impacts.

### Native Grassland

**Comment 8:** The mitigation for the loss of one acre of dolomite hill prairie should be the permanent protection of the remaining 13.4 acres of dolomite hill prairie within the study area. The proposed mitigation of 10.4 acres of tall mesic prairie could mitigate the loss of the other 2.9 acres of native grassland.

**Response:** The Department will pursue acquisition of a conservation easement for a portion of two farm tracts located immediately adjacent to the dolomite hill prairie

### Noise Pollution

**Comment 2:** Other types of noise barriers, other than a 22-foot high fence, should be discussed.

**Response:** Noise analyses for this project were completed in accordance with NEPA and FHWA requirements. The noise wall was the only physical barrier studied for this project. Other types of noise barriers, such as vegetation and earth berms, are not usually used by IDOT for noise reduction because they require large parcels of land immediately adjacent to the source. For example, for a vegetative screen to reduce noise levels by 10 dBA, coniferous vegetation at least 200 feet wide, 18 feet high would be required. Earthen berms also require wider areas, which are dependent on their height. Therefore, greater impacts would be created for the construction of these types of barriers. It was determined by the noise analysis that noise walls would not be cost effective based on a cost per benefited receptor basis. This result would not change with consideration of other barrier types.

**Comment 3:** The acquisition of real property to serve as a buffer zone was not considered.

**Response:** As stated above, a wide expanse of land would be required to create an effective buffer zone. This zone would have to then be planted with evergreen trees to actually reduce noise levels for remaining noise receivers. This approach to mitigation would greatly increase the amount of right-of-way required, hence increase impacts, and would not be cost effective.

### Groundwater Pollution

**Comment 4:** What are the potential impacts to groundwater, if any, from karst features? Statements in the DEIS are conflicting.

**Response:** The DEIS and FEIS, Section 2.8, acknowledge that groundwater in karst landscapes is susceptible to contamination because of the fractures and honeycombed bedrock and the absence of a thick soil cover. The DEIS and FEIS, Section 4.6, further identify the potential to encounter these areas during the detailed design phase (Phase II) of the project. Comprehensive subsurface (geotechnical) investigations are a standard procedure during the IDOT's Phase II process. Should the potential for groundwater contamination be identified as a result of these investigations, appropriate mitigation measures will be incorporated into the design. Roadside ditches will be placed to avoid discharge of roadway runoff to karst features, and further measures for handling runoff will be investigated and implemented as appropriate.

### Wetlands

**Comment 5:** Wetland mitigation must be located within the local watershed given the rarity of wetlands in the Driftless Area.

**Response:** NEPA states that the course of action in determining the alignment of a new project is to avoid, then minimize, and then mitigate. Avoidance of environmentally sensitive areas was the main priority in choosing the Preferred Alignment. This avoidance approach is evidenced in that potential impacts of only 3.63 acres of wetlands are expected along the Preferred Alignment. This Preferred Alignment has the least number and acreage of wetland impacts of all of the alternatives studied. During project development, the Department looked for suitable sites in the project area to mitigate these wetlands impacts. The Department was unable to find such sites in the project area based on topography, soil types and size potential. Therefore, wetland mitigation for this project will be carried out by purchasing the required credits from the Kilbuck Creek Wetland Mitigation Bank.

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that will be on the state's right-of-way. The easement will be sought to protect approximately 13.4 acres of the remaining dolomite prairie. Although the Department will seek the easement, cooperation from the landowner(s) will be required, as well as a commitment from a conservation organization to manage the site once it has been designated for protection.

The Department will also purchase the 10.4 acre landlocked parcel for the establishment of a mesic prairie. This action will mitigate 1.0 acre of native grassland that will be impacted by the Preferred Alternate.

### Wildlife Corridors

**Comment 9:** Instead of stating that no wildlife corridors were identified within the project area, the statement that the entire length of the Preferred Alternate is rife with wildlife activity should be used. The identification of those species within the project area should be noted.

**Response:** The Department attempted to identify important wildlife corridors within the project corridor. Due to the absence of multiple important or protected habitats linked by a corridor, no specific important wildlife corridors could be identified. The Department also examined records of reported whitetail deer – vehicle collisions along US 20. These data do not indicate concentrated locations of these collisions that would suggest a particular area is serving as a wildlife corridor.

Bridged stream and river crossings will maintain several potential wildlife movement corridors within the project area. The movement of wildlife throughout the Preferred Alternate Alignment has been identified and accommodated by several methods: proposed longer span bridges that do not impact riparian areas adjacent to rivers and streams, oversizing proposed drainage culverts under the proposed roadway to accommodate wildlife crossings, and the proposed installation of crossings not required for drainage purposes to accommodate wildlife crossings.

### Invasive Species

**Comment 10:** Instead of stating that the project is not expected to either introduce or increase invasive/nuisance species of plants, a commitment to use only native plant materials in the construction and maintenance of this highway and to actively correct all invasive/nuisance species as they arise should be made.

**Response:** The Department has adopted practices to minimize the introduction and spread of invasive plant species. The Department controls invasive plant species by the application of herbicides as discussed in the DEIS. The Department uses a conservation seed mix composed of smooth brome grass and vernal alfalfa on highway foreslopes, which are often mowed. All back-slopes are planted with a native prairie grass seed mix. Native plant materials will also be used in specific locations, such as upland forest and prairie restoration sites, landscape plantings, and in other areas as identified through the continuous review of this project.

### Other Mitigation Tools

**Comment 11:** A reference to other mitigation tools such as conservation easements, landowner incentives, design waivers, agricultural easements, buffer zones, conservation plans, cooperative agreements, scenic easements, or coordination with non-governmental organizations should be made.

**Response:** In accordance with Departmental policy, the Department cannot commit to the acquisition of additional property for these purposes. However, the



Department will pursue obtaining conservation easements for specific areas. Individual property owners may participate at their own discretion.

**Recommendations**

**Comment 12:** A formal public input process to address the numerous and varied issues related to adverse environmental impacts that will arise during subsequent phases of the project should be formed.

**Response:** The Department has adopted the recommendation of the Advisory Council as to the continued Public Involvement during the design phases of the project. Review and comment periods will be afforded to the Citizen's Advisory Group during the project design phase.

**Comment 13:** Mitigation practices involving ecological restoration should be designated and implemented by a third party. IDOT has neither the expertise nor the experience necessary to successfully complete this type of work.

**Response:** Mitigation plans for the forest and prairie restoration areas will be developed by IDOT, District 2. The Department's District 2 Ecologist and Landscape Architect have both the expertise and experience to successfully design and complete this mitigation. For more than 20 years they have been working together in successfully completing the necessary compensation for wetland, prairie and forest impacts. They will also have their plans reviewed by the IDOT Central Office Staff and IDNR. The Department believes that their team of experts is well qualified to successfully complete this mitigation.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at 815/284-5513, or Cassandra Rodgers, Ph.D., at 815/284-5455.

Sincerely,

Gregory L. Mounts  
District Engineer

By: Ross E. Monk  
Engineer of Program Development

Env/cr-0394/bz